

1885

Special Delivery
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**THE RURAL FREE DELIVERY OF PARCEL
POST**

This Special service enables the farmer to ship direct to the
consumer. (Courtesy, Post Office Department.)

17 May 1888

1st Money Order written
in USA.

Wire-Cable-Radio Commission Asked In Special Message

Early Response to Roosevelt Plea Predicted

WASHINGTON, Feb. 26.—(AP)—President Roosevelt, in a special message to Congress today, recommended creation of a federal communications commission to take authority over wires, cables and radio.

"It is my thought," said the president, "that a new commission such as I suggest might well be organized this year by transferring the present authority for the control of communications of the radio commission and the Interstate Commerce commission.

"The new body should, in addition, be given full power to investigate and study the business of existing companies and make recommendations to the Congress for additional legislation at the next session."

The Senate and House Interstate Commerce committees have been studying this problem for several weeks and early action is expected by leaders.

Message Quoted

The message of the president follows:

"To The Congress:

"I have long felt that for the sake of clarity and effectiveness the relationship of the federal government to certain services known as utilities should be divided into three fields—transportation, power and communication.

"The problems of transportation are vested in the Interstate Commerce commission, and the problems of power, its development, transmission and distribution, in the federal power commission.

"In the field of communication, however, there is today no single government agency charged with broad authority.

"The Congress has vested certain authority over certain parts of communication with the interstate commerce commission and there is, in addition, the agency known as the federal radio commission.

Urges New Agency

"I recommend that the Congress create a new agency to be known as the Federal Communications commission, such agency to be vested with the authority now lying in the Federal Radio commission and with such authority over communications as now lies with the Interstate Commerce commission—the services affected to be all of those which rely on wires, cables or radio as a medium of transmission.

"It is my thought that a new commission such as I suggest might well be organized this year by

What Congress Is Doing

(By The Associated Press)
MONDAY
Senate

Debates veterans' legislation. Banking committee hears Richard Whitney, New York stock exchange president, on stock market regulation bill.

Airmail investigating committee questions aviation company officials.

House

Takes up agriculture appropriation bill. Postoffice committee continues hearings on silver legislation.

Naval committee hears Edward P. Warner, former assistant navy secretary, on airplane contracts.

SUNDAY

Senate and House in recess.

AIR CRASH SIDELIGHTS

The first things taken from the wreckage of the huge shiny United Air Lines plane were some detective-story and western-story magazines, blood-spotted and slashed. They were immediately tossed aside by the first workers, but later souvenir hunters snatched them up as trophies. The second thing out was one of the small wicker baskets of fruit that are standard equipment on the planes. Two apples were left in it, but these also soon disappeared, as did a tiny box of almon tablets, good for airsickness.

Hundreds of cars were parked on the road near the summit, and as a rule only the women and children remained in them as the men at once joined in the hunt for the plane. From one of these a small girl leaned, calling anxiously to the hurrying men, dimly in the canyon darkness "Please turn off our motor, will you, mister?" At last a good-hearted man paused long enough to turn off the motor. Neither the woman nor the child in the car had the slightest idea that a twist of the keys would do it.

The tall beacon on the summit gleamed red toward the west as air traffic was halted and the beam played about on the slopes in the endeavor to aid the ground searchers, most of whom were confused as to directions. Suddenly three shots were fired, the agreed signal of discovery, and the beam began its constant shuttling journey around and around the

SUGAR RACKET PLAN CHARGED TO REFINERS

Idaho Solon Declares Process Tax Opens Way to Graft

WASHINGTON, Feb. 26.—(AP)—Senator Pope (D-Idaho) today charged sugar refiners with making plans to use the proposed processing tax on sugar as a "racket" through which to increase their profits.

Pope said sample contracts for 1934 being submitted to beet growers by the refiners contain "loopholes through which the refiners might charge one-half of the processing tax to the growers."

Although a processing tax would be assessed against the processor, the senator declared, the consumer would pay it in the long run. With the consumer being forced to shoulder the whole tax and the grower's contracts containing a clause whereby one half of the tax could be thrust upon them, the whole arrangement "would be turned into a racket with the refiners making a profit on the tax," Pope said, unless there is an amendment to the Costigan bill specifically making such a plan impossible.

Amendments Sought

Pope said the "backbone of the opposition to the administration sugar plan" has come from the refiners and added the western sugar bloc will insist that the bill be so amended as to provide for a gradual reduction in the quantity of refined sugar entering the country.

Pope said he favored cutting the proposed Cuban and Philippine quotas to restore the quota for the United States industry to the average of the past two years. He pointed out that under the presidential plan Cuba was given a quota approximately 300,000 tons greater than the importation from that country to the United States in 1933, which amounted to 1,600,000 tons.

The proposed Philippine quota, he said, was cut approximately 200,000 tons.

Would Fix Quotas

A third proposal, he said he favored, would fix the quotas for the various countries involved in the bill, thus removing it from the administration of Secretary of Agriculture Wallace and Assistant Secretary Tugwell.

Members of the sugar bloc, predicted that the proposed provisions would receive presidential approval if placed in the Costigan bill.

"A very ticklish situation, from the standpoint of the administration, is presented," Pope said. "If the bill should be passed in its present form, the administration would be criticized because of the quota. If it shouldn't be passed at all, the administration would be subject to violent abuse because nothing had been done to aid domestic producers."

The program to make sugar one

Confab on Air Mail Contracts



This conference between Attorney General Homer Cummings (left), Carl Ristine (center), his special assistant, and Karl Crowley, solicitor of the Post Office Department, preceded the announcement that President Roosevelt had cancelled air mail contracts and turned transportation of air mail over to the army. (Central Press)

Pilot Tells Own Story of Finding Ill-Fated Plane, Nose In Earth

BY DON BROUGHTON
(Pilot of the United Air Lines
Rescue ship that first sighted
wrecked plane)

It was quite by accident that we sighted "Andy's" missing ship. ("Andy" is Lloyd Anderson, pilot of the wrecked plane.)

We had been over the spot a dozen times but failed to see the ship.

We had just received radio instructions from the Salt Lake airport to quit the search for the day.

Darkness was coming on rapidly.

We were zig-zagging leisurely over the summit, only eight minutes flying time from Airport. As our ship banked sharply not much more than 100 feet from the ground both Creighton Geers, who was with me in the search plane, and myself suddenly spied the wrecked ship. I poked Geers just as he yelled.

10 Feet Off Course

It seems incredible that we had not sighted the plane before, or that some of the other searching pilots had failed to see it. The ship wasn't more than 10 feet off the regular air course.

The plane was headed into the snow with its nose and looked for all the world like a tree in the fast-gathering dusk.

That's probably why we had missed recognizing it a dozen times before, because it had all the appearance of one of a group of nearby firs.

We circled closed to the wrecked ship. Its nose was about a foot in the deep snow and it looked as though the wings had been pushed back, probably by the terrific impact. The fuselage was propped up against a large fir tree.

Down Nose First

If the ship had come down flat there might have been a chance for "Andy" and the others. But it looked to us from the air as if it came down nose first. The passengers were probably hurled forward to the front of the cabin.

We could see no signs of life around the ship and we circled it for several minutes, hoping fervently but vainly that someone would wave and show us that some were still alive.

We saw the ship first between 5:25 and 5:30 p.m. It was to be our last look for the day, and believe me, it was a terrible last look.

Several skiers were within a mile of the wrecked ship. They had been cavorting in the snow all day. As we continued to circle they apparently guessed that we had located the wreck and started for the spot on their skis.

Tornadoes Wipe Out 16 Lives In Alabama, Mississippi, Georgia

Cheery Career Of Mary Carter Told In Diary

Scrapbook Reveals Hopes of Plane Victim

A brightly-colored scrapbook kept diligently for two years by Mary Carter, 24, stewardess and only woman victim of the ill-fated airliner that crashed into a summit peak, told today her short experience in aviation.

It was an experience that started because Mary, just graduated from a nurses' training school in Chattanooga, Tenn., wanted a job, and was fascinated by the prospect of a career in the air—an experience that started with a sweet love of life and ended in stark tragedy in the west's worst airplane accident.

Mary Carter was one of the most popular stewardesses on the Chicago-Salt Lake division of the Transcontinental Air route. She took her first run almost two years ago, in April, 1932, out of Omaha, Neb. It was not until three weeks ago on Feb. 1, that she was transferred to Salt Lake with her chum, Martha Dallen, to fly over the treacherous stretch between Salt Lake and Cheyenne.

Last Entry

Almost minutely Mary kept the record of her flights—the last entry being made just before she left on her fatal trip.

Carefully and with womanly tenderness she had pieced together the memories of her farewell party in Chicago, before she left for Salt Lake.

A cloth corsage, a United Air Lines pin, and a few cards of remembrance were pinned side by side into the scrapbook.

Despite the fact that she had been in two previous crashes, Mary had no premonition of danger before she boarded her ship at Salt Lake on the last trip, her roommate and chum said.

She received no injuries in the accidents.

"Mary was never afraid," Miss Dallen said. "She did not have any silly premonitions about flying. She wrote a lot of letters but she never intimated in any of them any fear of the air. Mary wasn't that type of girl."

Flew With Mulhall

That Miss Carter was popular was attested by the many

Gale Injures Scores, Destroys Uncounted Homes; Red Cross Rushes Relief Supplies; Seven Persons Unidentified

BIRMINGHAM, Ala., Feb. 26.—(AP) Sixteen persons were reported killed in the tornadoes that struck Sunday afternoon in Alabama, Mississippi and Georgia. Following is an incomplete list of the persons reported dead, compiled today:

ALABAMA:
The Rev. J. W. McCrellars, of Near Ashland.
Mrs. Nannie Kaizziah, 56, of Calera.

The Rev. Mack Wheeler, of Near Ashland.
Seven unidentified persons at Shady Grove.

Four unidentified in rural communities in Clay county.

MISSISSIPPI:
F. Carl Calvert, 43, of Center Hill, near Meridian.

His wife, Mrs. Annie Calvert, 35. Four of their children, Annie, 10; Nettie, 14; George, 5; Helen Marie, 3.

Curels Bishop, of Kewanee. A negro of Kewanee.

GEORGIA:
Mr. and Mrs. Will Phillips, of Near Carrollton.

Leaves Path of Death

Slashing the "tornado belt" several weeks ahead of the usual season for such storms, the terrific winds killed at least three people in Alabama, 10 in Mississippi, two in Georgia, and one in Louisiana. Many were injured and an unknown number of dwellings wrecked.

Today Gov. B. M. Miller of Alabama and other officials directed swift assistance for the stricken areas. Food, supplies and medical aid were needed and the Red Cross stepped into the breach.

The storms hit Mississippi first, laying a trail of destruction and killing a husband, wife and four of their five children. Then they traced a course along the "tornado belt" in Alabama, near the scene of the tornado that killed more than 200 persons in March, 1932. Finally Georgia bore the brunt of the elements and Mr. and

Mrs. Will Phillips died in the wreckage of their home near Carrollton.

The greatest damage apparently was in Alabama, where trees were uprooted, homes and business buildings blown down and the countryside slashed by terrific rain.

Seven Unidentified
Two unidentified persons were reported killed at Shady Grove, in Clay county, seven persons also were reported dead.

They were: The Rev. J. W. McCrellars, of Near Ashland, Mrs. Nannie Kaizziah, 56, of Near Calera, the Rev. Mack Wheeler, of Near Ashland, and four persons unidentified in rural communities of Clay county. Mrs. Kaizziah was injured fatally when her house blew down.

The storm was said to have wreaked destruction at Wadley, in Randolph county, but communications were down and the reports were not immediately verified.

Hunt Frasier, secretary of the Selma, Ala., Chamber of Commerce described the tornado at Calera. He was driving toward Birmingham when the storm struck.

Brought Darkness

"It was so dark he could hardly see in front of us; it took about 30 minutes for the full force of the storm to subside," he said.

An entire family, excepting the eldest daughter, was wiped out in Center Hill, Miss. F. Carl Calvert, 43, his wife, Annie, 35, and four of their children died in the ruins of their home. At Kewanee, Miss., Curtis Bishop was killed, as was an unidentified negro.

Two aviators, both believed to be from Miami, were injured when their plane crashed in the storm near Ashland. Two houses were blown down at Sylacauga, Ala., and others were unroofed. At McDonough, Ga., a dozen homes were levelled. There were reports of wreckage at Jonesboro, Hapeville and Jackson, all in the Atlanta area.

OIL CRACKING FRESH ATTACK INVENTOR SUES OPENED UP ON FOR 30 MILLION AIRMAIL ORDER

Shell Company Asked President Scored For To Pay For Use of Process "Sending Army Men to Death"

1963

POST OFFICE

Standing Room Only? The United Nations (UN) Statistical Year Book indicated that world population, which passed the 3,000,000,000 mark in 1961, was spiraling upward by more than 55,000,000 a year. It estimated that an additional 570,000,000 human beings would be breathing the earth's air by 1970. At this rate, the population of the world would be more than doubled to a total of over 6,000,000,000 by A.D. 2000.

The increase in numbers raised the overall world density to 22 persons per square kilometer. In 1960, Central Europe was the most densely populated region, with 137 persons per square kilometer. But certain "city-states" such as Hong Kong and Vatican City had densities of between 2,800 and 15,000. The overall world figure was 22 persons per square kilometer of land compared with 18 only 10 years ago.

Cause of Population Rise was directly attributable to a growing gap between the falling death rate and a rising birth rate. Until recent years, a precarious balance had been maintained between the two. But brilliant advances in biology, the introduction of "wonder drugs," and new industrial and agricultural techniques had broken the mortality pattern.

The estimated world birth rate still stood at 36 per 1,000, according to the Population Reference Bureau, just as it did in 1950. The estimated world death rate was 18 per 1,000, a drop of 25 per cent since 1950.

The highest regional birth rate, 48 per 1,000, and the highest death rate, 27 per 1,000, were recorded in tropical and southern Africa. The lowest regional birth rate, reported in northern and western Europe, was 18 per 1,000. The Soviet Union reported the lowest death rate: 8 per 1,000. Iceland had the world's lowest infant mortality rate: 13.3 deaths for each 1,000 born. The United States was 12th, with 25.6 infant deaths per 1,000 born.

ROBERT C. COOK

See also CENSUS; VITAL STATISTICS.

PORTUGAL (pop. 9,125,000) rumbled with discontent in its 34th year under the dictatorial rule of Premier Antonio de Oliveira Salazar. At 72, Salazar faced mounting economic troubles and weakening political support. Both ills were linked to his policies in Portuguese Angola (see ANGOLA).

Income from Angola formerly accounted for 25 per cent of Portugal's budget. But the bloody uprisings of 1961 had drastically reduced Angolan revenues. Military expenditures in 1962 had been heavily increased to put down the colonial disorders, not only in Angola but in Mozambique (see MOZAMBIQUE). Taxes and the cost of living soared.

Portuguese workers, whose standard of living ranked among the lowest in Europe, felt the pinch. Antigovernment rioting broke out in Lisbon and Pôrto on May Day. Later in the same month, nearly 1,000 students at Lisbon and Coimbra universities were arrested following demonstrations against government restrictions on educational freedom.

Portugal formally requested negotiations be opened between itself and the European Economic Community (EEC or Common Market) to discuss terms of membership. It was the last of the European Free Trade Area (EFTA) members to seek Common Market affiliation.

FRED J. PANNWITT

See also UNITED NATIONS.

POST OFFICE. A new rate schedule was to become effective Jan. 7, 1963 (see table below). The increased mailing costs were geared to a scheduled pay raise for postal employees, of whom there were 588,477, including 34,639 postmasters, 185,068 regular postal clerks and mail handlers, 153,781 substitute employees, 123,941 regular city carriers, and 31,201 regular rural carriers. The Post Office had more personnel than any other non-military department of the federal government.

The rate increase was also expected to cut down materially the annual Post Office deficit, which, for fiscal

New Postal Rates

Here are the new postal rates, which went into effect Jan. 7, 1963:

First Class	Postage Rate Unit	Old Rate	Now Rate
Letters	Per Ounce	4 Cents	5 Cents
*Drop Letters	Per Ounce	3 Cents	4 Cents
Cards	Per Card	3 Cents	4 Cents
Air Mail			
Letters	Per Ounce	7 Cents	8 Cents
Cards	Per Card	5 Cents	6 Cents
Parcel Post	Per Pound	By Zones	Plus 8 Cents

*Drop letters are letters mailed for local delivery at post offices where city or village delivery is not established, or letters that are not collected or delivered by rural carriers.

Second class: Rates for newspapers and magazines mailed to points outside the county of publication will increase from 2.5 cents a pound to 2.8 cents in three annual steps.

In-county rates will continue unchanged for the first two years, but the pound rate will advance $\frac{1}{4}$ of 1 cent in 1965. Free mail privileges are discontinued.

Advertising rates will increase 10 per cent in each of the next three years. Classroom publications may be mailed at 60 per cent of regular rates.

Controlled circulation rates go from 12 cents a pound to 13.5 cents in three annual steps. Minimum per-piece rates remain at 1 cent.

Third class: Single piece mail will advance from 3 cents to 4 cents for the first two ounces. Circulars sent at bulk rates will go from 16 cents to 18 cents a pound, with the minimum per-piece rate rising from $2\frac{1}{2}$ cents to $2\frac{7}{8}$ cents in three annual steps.

The per-pound rate for books and catalogs goes from 10 to 12 cents, with the minimum per-piece rate rising from $2\frac{1}{2}$ to $2\frac{7}{8}$ cents in three annual steps.

Fourth class: Educational materials advance from 9 to 9.5 cents for the first pound in the first year and then to 10 cents the second year. The rate for library materials continues unchanged, at 4 cents for the first pound.

Envelope Size: Held to a minimum of 3 by $4\frac{1}{4}$ inches.

POSTAL SERVICE ABBREVIATIONS FOR STATES AND OTHER AREAS

State or Area	Abbreviation	State or Area	Abbreviation	State or Area	Abbreviation	State or Area	Abbreviation
Alabama.....	AL	Illinois.....	IL	Nebraska.....	NE	South Carolina.....	SC
Alaska.....	AK	Indiana.....	IN	Nevada.....	NV	South Dakota.....	SD
Arizona.....	AZ	Iowa.....	IA	New Hampshire.....	NH	Tennessee.....	TN
Arkansas.....	AR	Kansas.....	KS	New Jersey.....	NJ	Texas.....	TX
California.....	CA	Kentucky.....	KY	New Mexico.....	NM	Utah.....	UT
Colorado.....	CO	Louisiana.....	LA	New York.....	NY	Vermont.....	VT
Connecticut.....	CT	Maine.....	ME	North Carolina.....	NC	Virgin Islands.....	VI
Delaware.....	DE	Maryland.....	MD	North Dakota.....	ND	Virginia.....	VA
District of Columbia...	DC	Massachusetts.....	MA	Ohio.....	OH	Washington.....	WA
Florida.....	FL	Michigan.....	MI	Oklahoma.....	OK	West Virginia.....	WV
Georgia.....	GA	Minnesota.....	MN	Oregon.....	OR	Wisconsin.....	WI
Guam.....	GU	Mississippi.....	MS	Pennsylvania.....	PA	Wyoming.....	WY
Hawaii.....	HI	Missouri.....	MO	Puerto Rico.....	PR		
Idaho.....	ID	Montana.....	MT	Rhode Island.....	RI		